

# APPENDIX I

## GLOSSARY

When you start a new job, you're usually faced with the task of learning the vocabulary of that job. The Navy has a language all of its own. One way to learn the vocabulary of the job is to look up terms in a glossary.

This glossary contains many terms used by the Navy. It's not all-inclusive; that is, not all terms are here. If you want to find out more about Navy terms, refer to *Naval Terminology*, Naval Warfare Publication 3 (Revision E).

**AA**—Antiaircraft.

**ABAFT**—Further aft, as “*Abaft* the beam.”

**ABEAM**—On a relative bearing of 90° (*abeam* to starboard) or 270° (*abeam* to port).

**ABOARD**—In or on a ship. Extended to use ashore, as *aboard* a naval station.

**ABREAST**—Same as abeam.

**ACCOMMODATION LADDER**—A ladder suspended over and inclining down the side of a ship to let people board the ship from boats.

**ADRIFT**—Loose from moorings and out of control. Applied to anything that is lost, out of hand, or left lying about.

**AFT**—Toward the stern. Not as specific as abaft.

**AFTER**—That furthest aft, as *after* fireroom.

**AFTERNOON WATCH**—The 1200 to 1600 watch.

**AGROUND**—When any part of a ship or boat is resting on the bottom. A ship runs *aground* or goes *aground*.

**AHOY**—A hail or demand for attention, as “Boat *ahoy*.”

**ALEE**—In the direction toward which the wind is blowing; downwind.

**ALIVE**—Lively, energetic.

**ALL FAST**—Tied or lashed down as necessary.

**ALL HANDS**—The entire ship's company.

**ALOFT**—Generally speaking, any area above the highest deck.

**ALONGSIDE**—By the side of the pier or ship.

**AMIDSHIPS**—An indefinite area midway between the bow and stern. Rudder *amidships* means that the rudder is in line with the ship's centerline.

**ANCHOR**—(1) Any device used to make a floating body fast to the bottom. (2) The act of so making fast. (3) The act of securing or fixing the lower end of a guy or stay or the lower end of a shore.

**ANCHORAGE**—An area designated to be used by ships for anchoring.

**ANCHOR BALL**—A black circular shape hoisted to indicate that the ship is anchored.

**ANCHOR BUOY**—A small float secured to the anchor by a light line to mark the position of the anchor.

**ANCHOR CABLE**—The line, wire, or chain that attaches a vessel to its anchor.

**ANCHOR WATCH**—A group of persons available to the OOD during the night for such duties as heaving in or paying out the cable.

**ARMAMENT**—The weapons of a ship.

**ARMORED DECK**—A deck, below the main deck, that provides added protection to vital spaces.

**ASTERN**—Directly behind a ship.

**ATHWART**—Across; at right angles to.

**AUXILIARY**—(1) Extra, or secondary, as *auxiliary* engine. (2) A vessel whose mission is to supply or support the combatant forces.

**AVAST**—Stop, as “*Avast* heaving.”

**AYE AYE**—Reply to a command or order, meaning “I understand and will obey.”

**BACK**—(1) To go backwards. (2) Act of the wind in changing direction counterclockwise.

**BACKSTAY**—Piece of standing rigging leading aft.

**BAIL**—(1) To rid a boat of water by dipping it out. (2) A rigid member supporting two end points, as the *bail* (handle) of a bucket or the support for an accommodation ladder.

**BALLAST**—Weight (solid or liquid) loaded into a ship to increase stability.

**BAR**—A long, narrow shoal across a harbor entrance.

**BARGE**—(1) A blunt-ended, flat-bottomed, waterborne craft, usually nonself-propelled, used to haul supplies or garbage. (2) A type of motorboat assigned for the personal use of a flag officer.

**BATTEN**—(1) A long strip of steel wedged against the edges of tarpaulins on a hatch to make the hatch watertight. (2) Removable wood or steel members used in ship's holds to keep cargo from shifting.

**BATTEN DOWN**—The act of applying battens to a hatch. Extended to mean the closing of any watertight fixture.

**BATTLE LANTERN**—A battery-powered lantern for emergency use.

**BEAM**—(1) The extreme breadth (width) of a vessel. (2) A transverse frame supporting a deck.

**BEAR**—The act of locating a particular point, or bearing, as “The lighthouse *bears* 45°.”

**BEAR A HAND**—(1) Provide assistance, as “*Bear a hand* with rigging this stage.” (2) Expedite, as “*Bear a hand* with readiness for sea reports.”

**BEARING**—The direction of an object from an observer, measured in degrees clockwise from a reference point. See MAGNETIC BEARING, RELATIVE BEARING, and TRUE BEARING.

**BECKET**—(1) An eye for securing one end of a line to a block. (2) A rope eye on a cargo net. (3) Shortened form of becket bend.

**BECKET BEND**—A knot used to tie two lines together.

**BELAY**—(1) To secure a line to a fixed point. (2) Order to disregard a previous order or to stop an action, as “*Belay* the last order,” or “*Belay* the small talk.”

**BELOW**—Downward, beneath, or beyond something, as to lay *below*; *below* the flight deck; *below* the horizon.

**BEND**—To join two lines together; the type of knot so used.

**BERTH**—(1) A bunk. (2) A duty assignment. (3) Mooring space assigned to a ship.

**BIGHT**—The middle part of a line or a loop in a line.

**BILGE**—(1) Bottom of the hull near the keel. (2) To fail an examination. (3) *Bilge* water is foul water, so to apply the term to something implies that it is worthless.

**BILLET**—Place or duty to which one is assigned.

**BINNACLE**—Stand containing a magnetic compass.

**BINNACLE LIST**—List of persons excused from duty because of illness.

**BITT**—Cylindrical upright fixture to which mooring or towing lines are secured aboard ship.

**BITTER END**—The free end of a line.

**BLOCK**—A frame containing a pulley, called a *sheave*, around which a line (known as a *fall*) is attached.

**BLOCK AND TACKLE**—See PURCHASE.

**BOARD**—(1) The act of going aboard a vessel. (2) A group of persons meeting for a specific purpose, as an investigation board.

**BOAT**—A small craft capable of being carried aboard a ship.

**BOAT BOOM**—A spar rigged out from the side of an anchored or moored ship to which boats are tied when not in use.

**BOAT FALLS**—Tackle used to hoist and lower a boat in davits.

**BOATHOOK**—A staff having a hook at one end. Used for fending a boat off, hooking a line, and so forth.

**BOATSWAIN'S CHAIR**—A seat attached to a gantline for hoisting a person aloft.

**BOATSWAIN'S LOCKER**—A compartment, usually forward, where line and other equipment used by the deck force are stowed.

**BOLLARD**—A strong, cylindrical upright fixture on a pier to which a ship's mooring lines are secured.

**BOOM**—A spar used for hoisting loads; usually movable.

**BOOT TOPPING**—Black paint applied to a ship's sides along the waterline.

**BOW**—The forward end of a ship or boat.

**BOW HOOK**—Member of a boat's crew whose station is forward.

**BREAK OFF**—To walk away with a line or run a line in; let go, return to the point from which the line is being hauled; take a new hold, and walk away again.

**BREAK OUT**—To bring out supplies or equipment from a storage space.

**BREAST LINE**—Mooring line leading from the ship to the pier at right angles to the ship.

**BRIDGE**—Area in the superstructure from which a ship is operated. *See* CONN.

**BRIDLE**—A span of rope, chain, or wire with both ends secured and the strain taken on the midpart.

**BRIG**—Naval term for jail.

**BROACH TO**—To get crosswise (without power) to the direction of wave travel; particularly dangerous near a beach.

**BROAD**—Wide, as *broad* in the beam.

**BROAD ON THE BOW**—Halfway between dead ahead and abeam.

**BROAD ON THE QUARTER**—Halfway between abeam and astern.

**BROADSIDE**—(1) The act of firing all main battery guns to one side at once. (2) Sidewise, as “The current carried the ship *broadside* toward the beach.” *Broadside to* is to have the side toward something, as “The ship hit the pier *broadside to*.”

**BROW**—Navy term for gangplank. Used as a crosswalk from one ship to another and from a ship to a pier.

**BULKHEAD**—A vertical partition in a ship; never called a wall.

**BULKHEADING**—Complaining or grumbling with the intention of being overheard by seniors.

**BULWARK**—Solid barrier along the edges of the weather deck that serves as a protection against the weather.

**BUOY**—An anchored float used as an aid to navigation or to mark the location of an object.

**CABIN**—Living compartment of a ship's commanding officer.

**CABLE**—A line, wire, or chain that connects a ship to its anchor.

**CAISSON**—Gate at the end of a drydock that keeps out the water.

**CALL**—(1) The boatswain's pipe. (2) A signal sounded on the boatswain's pipe.

**CAMEL**—Large float or rectangular structure used as a fender between a ship and the pier.

**CAN BUOY**—A navigational buoy, cylindrical in shape, that marks the port side of a channel from seaward; odd-numbered and painted green.

**CANOPY**—A cover fitted over part of a boat.

**CAPSTAN**—The part of a vertical shaft windlass around which a working line is passed; used for heaving in anchors and hawsers.

**CARRICK BEND**—A knot used for joining two lines. The single carrick bend isn't often used because it jams tight; instead, a double carrick bend is used, particularly for bending towing hawsers together.

**CARRY AWAY**—To break loose, as “The rough seas *carried away* the lifelines.”

**CAULK**—The act of stuffing the seams between wooden planking with oakum for watertightness.

**CHAFING GEAR**—Material used to protect lines from excessive wear.

**CHAIN LOCKER**—Spaces where anchor chain is stowed.

**CHAIN MARKINGS**—A series of turns of wire and stripes of paint on certain links of each anchor chain. They show the scope or amount of chain that has run out.

**CHAINS**—Area (a platform on large ships) where the leadsman stands when taking soundings with the hand lead.

**CHART**—Nautical counterpart of a road map, showing land configuration, water depths, and aids to navigation.

**CHECK**—(1) To slow or ease; to *check* a line is to pay out just enough line to prevent its parting when under a strain. (2) To investigate or examine something.

**CHEEK**—One of the sides of a block.

**CHOCK**—Deck fitting through which mooring lines are led.

**CHOW**—Feed.

**CHRONOMETER**—An accurate clock used in navigation.

**CLAMP DOWN**—To sprinkle the deck with water and dry it with a swab.

**CLEAT**—A metal casting with two projecting arms to which a line is belayed.

**COAMING**—Bulwark around a hatch opening.

**COFFERDAM**—A void between compartments or tanks of a ship for purposes of insulation.

**COIL**—To lay down a line in circular turns piled loosely on top of one another.

**COLLISION BULKHEAD**—A bulkhead, stronger than normal, located forward to control flooding in the event of a head-on collision.

**COLORS**—(1) The national ensign. (2) The ceremony of raising and lowering the ensign.

**COMBATANT SHIP**—A ship whose primary mission is combat.

**COMPANIONWAY**—Deck opening giving access to a ladder (includes the ladder).

**COMPARTMENT**—Interior space (room) in a ship.

**COMPLETE DECK**—Any deck that extends the length of a ship from side to side.

**CONN**—Station, usually on the bridge, from which a ship is controlled; the act of controlling the ship's movements.

**COURSE**—A ship's desired direction of travel, not to be confused with heading, which is the direction in which the bow is pointed at any given instant.

**COVER**—(1) To protect. (2) A shelter. (3) Headgear, and the act of donning same.

**COXSWAIN**—Enlisted person in charge of a boat.

**DARKEN SHIP**—To turn off all external lights and close all openings through which lights could be seen from outside the ship.

**DAVITS**—A crane or mechanical arms that project over the side of a ship and are used to lower or hoist a boat in or out of the water.

**DEAD AHEAD**—Directly ahead; a relative bearing of 000°. *Dead astern* is 180° relative.

**DEAD IN THE WATER**—A ship that has stopped and has no way on, or no movement through the water.

**DECK**—Horizontal planking or plating that divides a ship into layers.

**DECK SEAMANSHIP**—The upkeep and operation of all deck equipment.

**DEEP SIX**—To throw something overboard.

**DIP**—The act of lowering a flag partway down the staff as a salute to, or in reply to a salute from, another ship.

**DISTANCE LINE**—A line stretched between two ships engaged in replenishment or transfer operations under way. The line is marked at 20-foot intervals to help the conning officer in maintaining station.

**DIVISION**—(1) A main subdivision of a ship's crew (1st, E, G, and so forth). (2) An organization made up of two or more ships of the same type.

**DOCK**—Commonly refers to any pier or wharf; but, strictly speaking, it refers only to the space alongside a pier or in drydock.

**DOG**—(1) A lever or bolt and thumbscrews used for securing a watertight door. (2) The act of dividing a 4-hour watch into 2-hour watches.

**DOG DOWN**—To set the dogs on a watertight door.

**DOG WATCH**—The 1600 to 1800 and 1800 to 2000 watches.

**DOLPHIN**—(1) A cluster of piles at the end of a pier. (2) A porpoise.

**DOUBLE UP**—To double mooring lines for extra strength.

**DRAFT**—The vertical distance from the keel to the waterline.

**DRAFT MARKS**—The figures fastened to the stem and stern, the center of which indicates the draft of

the ship.

**DRIFT**—The speed at which a ship is pushed off course by wind and current.

**DROUGUE**—*See* SEA ANCHOR.

**DRYDOCK**—A dock from which the water may be removed for the purpose of inspecting or working on a ship's bottom; it may be either floating or built into the shore.

**EASE**—To relax, to slack.

**EASE HER**—Reduce the amount of rudder the ship is carrying.

**EBB, EBB TIDE, ON THE EBB**—A falling tide.

**EIGHT O'CLOCK REPORTS**—Reports received shortly before 2000 by the executive officer from the heads of departments.

**ENGINE-ORDER TELEGRAPH**—Electro-mechanical device that transmits orders to the engine room concerning the speed of the engines.

**ENSIGN**—(1) The national flag. (2) The lowest grade of commissioned officer.

**EYES**—The most forward part of the forecastle.

**FAIRLEAD**—A device, usually a block, for leading a line around a corner.

**FAIRWAY**—Thoroughfare for a ship.

**FALL**—A line, wire, or chain rove on a purchase.

**FANTAIL**—The after end of the main deck.

**FATHOM**—Unit of measurement equal to a depth of 6 feet.

**FENDER**—A cushioning device hung over the side of a ship to prevent contact between the ship and the pier or another ship.

**FID**—A long, tapered, wooden tool used to open the strands of a line for splicing.

**FIELD DAY**—A day devoted to general cleaning, usually in preparation for an inspection.

**FIREMAIN**—Piping system to which fire hydrants are connected.

**FIRST WATCH**—The 2000 to 2400 watch. Also called the evening watch.

**FIRST CALL**—A routine call sounded as a warning signal for roll call formations and many other

ceremonies; also sounded 5 minutes before morning and evening colors.

**FISHHOOK**—A broken end of wire protruding from a wire rope.

**FLAG OFFICER**—An officer of the rank of rear admiral or higher.

**FLAGSTAFF**—Vertical staff at the stern to which the ensign is hoisted when moored or at anchor.

**FLAT**—Partial deck (often a grating) to provide walking and working surfaces; used extensively in engineering spaces.

**FLEET**—An organization of ships, aircraft, marine forces, and shore-based fleet activities, all under one commander, for the purpose of conducting major operations.

**FLOOD**—(1) To fill a space with water. (2) A rising tide.

**FOC'SLE**—*See* FORECASTLE.

**FOGY**—(Pronounced fo-gee.) A longevity pay increase.

**FORE**—Forward.

**FORE AND AFT**—The entire length of a ship, as in "Sweep down *fore and aft*."

**FORECASTLE**—(Pronounced fok-sul.) Forward section of the main deck, generally extending from the stem aft to just abaft the anchor windlass.

**FOREMAST**—First mast aft from the bow.

**FORENOON WATCH**—The 0800 to 1200 watch.

**FOUL**—(1) Entangled, as "The lines are *foul* of each other." (2) Stormy.

**FOUNDER**—To sink because of being overwhelmed by the sea.

**FRAME**—The athwartship strength member of a ship's hull.

**FRAPPING LINES**—Lines passed around boat falls to steady the boat when hoisting or lowering.

**FREEBOARD**—Vertical distance from waterline to weather deck.

**GAFF**—A light spar set at an angle from the upper part of a mast from which the ensign is flown when a ship is under way.

**GALLEY**—Space where food is prepared. Never called a kitchen.



**GANGWAY**—(1) The opening in a bulwark or lifeline to provide access to a brow or an accommodation ladder. (2) Given as an order it means “Clear the way.”

**GANTLINE**—Line used for hoisting and lowering a boatswain’s chair.

**GENERAL ALARM**—A sound signal of a pulsating ringing tone used only on board ship for calling all hands to general quarters.

**GENERAL QUARTERS (GQ)**—The condition of full readiness for battle.

**GIG**—Boat assigned for the commanding officer’s personal use.

**GIRDER**—A longitudinal supporting a deck.

**GRANNY KNOT**—A bungled square knot.

**GRAPNEL**—A small, four-armed anchor used to recover objects in the water.

**GRIPE**—Device for securing a boat at its davits or in a cradle.

**GROUND TACKLE**—Equipment used in anchoring or mooring with anchors.

**GUNWALE**—(Pronounced gunnel.) The upper edge of the sides of a ship.

**GUY**—A line used to steady a spar or boom.

**HALF DECK**—A partial deck below the main deck.

**HALYARD**—A light line used to hoist a flag or pennant.

**HAND**—A ship’s crew member.

**HANDSOMELY**—Slowly and carefully.

**HARD OVER**—Condition of a rudder that has been turned to the maximum possible rudder angle.

**HASHMARK**—(Service stripe.) A red, blue, or gold diagonal stripe across the left sleeve of an enlisted person’s jumper or coat; each stripe indicates 4 years service.

**HATCH**—A square or rectangular access in a deck.

**HAUL**—To pull in or heave on a line by hand.

**HAUL OFF**—Changing a vessel’s course to keep clear of another vessel.

**HAWSEPIPE**—Opening through which the anchor cable runs from the deck out through the side of the ship.

**HAWSER**—Any heavy wire or line used for towing or mooring.

**HEAD**—(1) The upper end of a lower mast boom. (2) Compartment containing toilet facilities. (3) Ship’s bow.”

**HEADING**—The direction toward which the ship is pointing at any instant.

**HEAVE**—To throw.

**HEAVE AROUND**—(1) The act of hauling in a line, usually by means of a capstan or winch. (2) General term for “Get to work.”

**HEAVE IN**—Take in line or cable.

**HEAVE OUT AND TRICE UP**—Announcement given at reveille to persons sleeping in hammocks. It means “Get up and lash up your hammocks.” This term now applies to ships equipped with bunks.

**HEAVE TO**—Stopping or reducing headway of a vessel just enough to maintain steerageway.

**HEAVING LINE**—A line with a weight at one end that is heaved across an intervening space for the purpose of passing over a heavier line.

**HELM**—Mechanical device used to turn the rudder; usually a wheel aboard ship; a lever in boats.

**HELMSMAN**—Person who steers the ship by turning the helm.

**HIGHLINE**—The line stretched between the ships under way on which a trolley block travels back and forth for transfer of material and personnel.

**HITCH**—(1) Used to bend a line to or around a ring or cylindrical object. (2) Common term for an enlistment.

**HOLD**—Large cargo stowage space aboard ship.

**HOLDING BULKHEAD**—The innermost of a series of bulkheads that form the tanks and voids of the torpedo protection.

**HOLIDAY**—Space on a painted surface that the painter neglected to cover.

**HOOK**—Familiar term for the anchor.

**HORN**—One of the projections of a cleat.

**HOUSE**—The act of two-blocking (pulling up tight) an anchor in its hawsepipe.

**HULL**—The shell, or plating, of a ship from keel to gunwhale.

**HULL DOWN**—Refers to a ship that is so far over the horizon that only its superstructure or top hamper is visible.

**INBOARD**—Toward the centerline.

**INHAUL LINE**—Line used to haul the trolley back to the delivering ship during highline transfers.

**INLET**—A narrow strip of sea extending into the land.

**INSHORE**—Close to the shore.

**IRISH PENNANT**—Loose, untidy end of line left adrift. Also called a deadman or cow's tail.

**ISLAND**—Superstructure on the starboard side of the flight deck of an aircraft carrier.

**JACK**—Starred blue flag (representing the union of the ensign) flown at the jackstaff of a commissioned ship not under way.

**JACKSTAFF**—Vertical spar at the stem to which the jack is hoisted.

**JACKSTAY**—Any horizontal line or wire for the support of articles (such as seabags).

**JACOB'S LADDER**—A portable rope or wire ladder.

**JETTY**—A structure built out from shore to influence water currents or to protect a harbor or pier.

**JUMP SHIP**—The act of deserting ship.

**JURY RIG**—Any makeshift device or apparatus.

**KAPOK**—Material used to stuff life jackets and other lifesaving apparatus.

**KEDGE**—(1) A small anchor. (2) The act of moving a ship by hauling it ahead by heaving in on a line to a laid-out anchor.

**KEEL**—The lowermost longitudinal strength member from which the frames and plating rise.

**KEEL BLOCK**—One of a series of blocks along a drydock bed; used to support the keel of a vessel in drydock.

**KEELSON**—That part of a boat's keel that is inside the boat.

**KING POST**—One of a pair of short, strong uprights used to support the cargo booms of cargo vessels.

**KING SPOKE**—Spoke on the steering wheel that's upright when the rudder is amidships; usually distinctively marked, as with a Turk's head.

**KNOCK OFF**—Quit working.

**KNOT**—(1) A unit of measurement of speed equal to 1 nautical mile (6,080 feet) per hour. (2) A collective term for hitches and bends.

**LADDER**—A shipboard flight of steps.

**LANDING CRAFT**—Vessels especially designed for landing troops and equipment directly on a beach.

**LANDING SHIP**—A large seagoing ship designed for landing large numbers of personnel and/or heavy equipment directly on a beach.

**LANYARD**—(1) Any short line used as a handle or as a means for operating some piece of equipment. (2) A line used to attach an article to the person, such as a pistol *lanyard*.

**LASH**—To secure an object by turns of line, wire, or chain.

**LASHING**—Line, wire, or chain used to lash an article.

**LASH-UP**—An uncomplimentary term applied to a rig, device, or system meaning it's in disorder. For example, "What a *lash-up* they have there."

**LAUNCH**—(1) To float a vessel off the ways in a building yard. (2) A power boat, usually over 30 feet long.

**LAY**—(1) To go to a specific place, such as "*Lay aloft*." (2) To put something down, as to *lay tile*. (3) The direction of a twist of the strands in a line or wire.

**LEAD LINE**—A narrow block of lead weighing from 7 to 14 pounds attached to a marked line. Used by leadsman to determine depth of water.

**LEADSMAN**—Person who uses the lead line.

**LEE**—An area sheltered from the wind; downwind.

**LEE HELMSMAN**—A spare helmsman who usually operates the annunciator.

**LEE SHORE**—A shore that is leeward of the ship.

**LEEWARD**—(Pronounced loo-urd.) Side of the ship opposite to the direction the wind is blowing from.

**LIBERTY**—Permission to be absent from a ship or station for a short time.

**LIE OFF**—To heave to at some distance from shore.

**LIFE BUOY**—A buoyant ring or some other floating device, except a life jacket or life belt, designed to support a person in the water.

**LIFE JACKET**—A buoyant jacket designed to support a person in the water; a life belt fits only around the waist.

**LIFELINE**—(1) In general, the lines erected around the edges of weather decks, specifically, the topmost line. From top to bottom, the lines are named lifeline, housing line, and foot rope.

**LIGHTEN SHIP**—To make a ship lighter by removing weight.

**LIGHT SHIP**—The act of dispensing with blackout precautions.

**LINE**—Any rope that isn't wire rope.

**LINNER BOTTOM**—The inside bottom in a system of double bottoms.

**LOG**—(1) A ship's speedometer. (2) The act of a ship in making a certain speed, as "The ship *logged* 20 knots." (3) Book or ledger in which data or events that occurred during a watch is recorded.

**LOOK ALIVE**—Admonishment meaning "be alert" or "move faster."

**LOOKOUT**—Person stationed topside as a formal watch who reports all objects sighted and sounds heard to the OOD.

**LOOM**—The glow seen in the sky from a light that's below the horizon.

**LUBBER'S LINE**—Line engraved on the inside of a compass bowl, representing the ship's head, by which the ship's course is steered.

**LUCKY BAG**—Locker, under the charge of the master-at-arms, used to stow gear found adrift and deserters' effects.

**MAGAZINE**—Compartment used for stowage of ammunition.

**MAGNETIC BEARING**—The direction of the object measured on a magnetic compass.

**MAIN DECK**—The uppermost complete deck.

**MAINMAST**—Second mast aft from the bow.

**MAN**—To assume a station, as to *man* a gun.

**MAN-O-WAR**—*See* COMBATANT SHIP.

**MARLINE**—Two-strand, left-laid, tarred hemp.

**MARLINSPIKE**—Tapered steel tool used to open the strands of wire for splicing.

**MARLINESPIKE SEAMANSHIP**—The art of caring for and handling all types of line and wire.

**MASTER-AT-ARMS**—A member of a ship's police department.

**MASTHEAD LIGHT**—A 20-point, white running light located in the fore part of the ship. May or may not be on the foremast.

**MATE**—A shipmate; another Sailor.

**MEET HER**—Slow the swing of a ship by putting on opposite rudder.

**MESS**—(1) Meal. (2) Place where meals are eaten, as *mess* hall. (3) A group of personnel who take meals together, as the officers' *mess*.

**MESSENGER**—(1) A line used to haul another heavier line across an intervening space. (2) One who delivers messages.

**MIDWATCH**—The watch that begins at 0000 and ends at 0400.

**MIND YOUR RUDDER**—An order to the helmsman to steer the proper course.

**MONKEY FIST**—A complicated knot worked into the end of a heaving line to provide weight.

**MOOR**—(1) To anchor, using two anchors. (2) To make fast to a mooring buoy. (3) To make fast to a pier or another ship.

**MOORING BUOY**—A large, anchored float a ship may moor to.

**MORNING WATCH**—The 0400 to 0800 watch.

**MOTOR WHALEBOAT**—A double-ended powerboat.

**MUSTER**—(1) A roll call. (2) The act of assembling for a roll call.

**NEST**—(1) Two or more boats stowed one within the other. (2) Two or more ships moored alongside each other.

**NOTHING TO THE RIGHT (LEFT)**—Order given to the helmsman not to allow the ship to come to right (left) of the course because of some danger lying on that side of the course.



**NUN BUOY**—A navigational buoy, conical in shape, that marks the starboard side of a channel from seaward. Even numbered and painted red.

**OAKUM**—Tarred hemp fiber used to caulk seams in wooden decks and boats.

**OOD**—Officer of the deck.

**OFFSHORE**—Some distance off the shore, as contrasted to inshore.

**ON THE BEACH**—Ashore; also applied to a Sailor who is assigned to shore duty or is unemployed, retired, or otherwise detached from sea duty.

**OUTBOARD**—Away from the centerline.

**OVERBOARD**—Over the side.

**OVERHAND KNOT**—Simplest of all knots; made by passing one end of a line once around its standing part.

**OVERHAUL**—(1) To repair or recondition. (2) To overtake another vessel.

**OVERHEAD**—The underside of a deck forming the ceiling of the compartment below. Never called a ceiling.

**PAINTER**—Line used to make a boat fast by its bow. When used under way, the *painter* causes the boat to swing out from the side of the loop.

**PARCEL**—The act of wrapping a line with narrow canvas strips to provide waterproofing or to build up a symmetrical shape for further covering.

**PARTY**—A group having a common temporary assignment or purpose, as a working *party*, a line-handling *party*, or a liberty *party*.

**PASSAGEWAY**—A corridor used for interior horizontal movement aboard ship.

**PAY**—Monthly salary.

**PAY OUT**—To feed out, or lengthen, a line.

**PELORUS**—A gyrocompass repeater used to take bearings.

**PIER**—A structure extending from land out into the water to provide a mooring for vessels.

**PIER HEAD**—Seaward end of a pier.

**PIGSTICK**—Small staff from which the commission pennant is flown.

**PILOTHOUSE**—Enclosure on the bridge housing the main steering controls.

**PILOTING**—Branch of the science of navigation in which positions are determined by reference to visible objects on the surface or by soundings.

**PIPE**—The act of sounding a particular call on the boatswain's pipe.

**PITCH**—Vertical rise and fall of a ship's bow caused by head or following seas.

**PLAIN WHIPPING**—A whipping made without using a palm and needle.

**POLLIWOG**—A person who has never crossed the equator.

**PORT**—To the left of the centerline when facing forward.

**PROTECTIVE DECK**—*See* ARMORED DECK.

**PROW**—That part of the stem (bow) above the waterline.

**PURCHASE**—A machine that's a combination of one or more blocks rove with a line or wire. When rove with chain, called a chain fall.

**PYROTECHNICS**—Ammunition containing chemicals that produce smoke or a brilliant light when burning; used for signaling or for illumination.

**QUARTER**—Area between dead astern and either beam.

**QUARTERDECK**—Deck area designated by the commanding officer as the place to carry out official functions; the station of the OOD in port.

**QUARTERMASTER**—An enlisted assistant to the navigator.

**QUARTERS**—(1) Stations for shipboard evolutions, as general *quarter*, fire *quarters*, *quarters* for muster. (2) Living spaces.

**QUAY**—(Pronounced key.) A solid structure along a bank used for loading and off-loading vessels.

**RADAR**—A device that uses reflected radio waves to detect objects.

**RANGE**—(1) The distance of an object from an observer. (2) An aid to navigation consisting of two objects in line. (3) A water area designated for a particular purpose, as a gunnery *range*.

**RAT GUARD**—A hinged metal disk that can be secured to a mooring line to prevent rats from using the line to gain access to the ship.

**RAT-TAILED STOPPER**—A braided tapering line used on boat falls, mooring lines, and so forth.

**REDUCER**—Fitting applied to a fire hydrant to permit the attachment of a hose of smaller diameter than the hydrant outlet.

**REEF**—An underwater ledge rising abruptly from the floor of the ocean.

**REEVE**—To thread a line through a pulley.

**RELATIVE BEARING**—The angle between the ship's head and the object.

**RELIEF**—Person assigned to assume the duties of another.

**RELIEVE**—(1) To take the place of another. (2) To ease the strain on a line.

**RIDE**—A ship at anchor *rides* to its anchor as it swings on the chain attached to the anchor.

**RIDING LIGHT**—Light required to be shown by a vessel at anchor.

**RIG**—To set up any device or equipment, as *rig* a stage over the side.

**RIGGING**—Lines that support a ship's masts are called standing rigging; those used to hoist or otherwise move equipment are called running rigging.

**RISER**—A pipe leading from the firemain to fireplugs on upper deck levels.

**ROLLER CHOCK**—A mooring chock that contains a roller for reducing friction.

**ROPE**—General reference to both fiber and wire rope. Fiber rope usually is referred to as line; wire rope is called rope, wire rope, or just wire.

**ROPE YARN SUNDAY**—Free time given during a workday (usually an afternoon) to allow personnel to take care of personal business.

**RUDDER**—Device attached to a ship's stern that controls the ship's direction of travel.

**RUNNER**—A purchase containing one single-sheave movable block.

**RUNNING BOWLINE**—A slipknot made by tying a small bowline around a line's own standing part.

**RUNNING LIGHTS**—Navigational lights required to be shown at night by a vessel under way.

**SACK**—Bunk.

**SCUPPER**—The waterway along the gunwales.

**SCUTTLE**—(1) Round, watertight opening in a hatch. (2) The act of deliberately sinking a vessel.

**SCUTTLEBUTT**—(1) Originally a ship's water barrel (called a butt), which was tapped (scuttled) by the insertion of a spigot from which the crew drew their drinking water; now applied to any drinking fountain. (2) In the old days the scuttlebutt was a place for personnel to exchange views and news when they gathered to draw their water; hence the term *scuttlebutt* is applied to any rumor.

**SEA**—(1) The ocean in general. (2) The individual undulations (rolls) of the surface are called waves, but as a whole they are referred to as *seas*. Also, a ship takes a big *sea*, not a wave, over the bow.

**SEA ANCHOR**—A device streamed from the bow of a vessel for the purpose of holding end-on to the sea.

**SEAMANSHIP**—(1) The art or skill of handling a vessel. (2) Skill in the use of deck equipment, boat handling, and the care and use of line and wire.

**SEAWORTHY**—A vessel capable of withstanding normal heavy weather.

**SECOND DECK**—First complete deck below the main deck.

**SECURE**—(1) To make fast, as to *secure* a line to a cleat. (2) To cease, as to *secure* from fire drill.

**SERVICE FORCE**—The organization providing logistic support to the combatant forces.

**SET**—The direction toward which a ship is pushed by the effects of wind and current. See **DRIFT**.

**SETUP**—To tighten up, with particular reference to dogs and turnbuckles.

**SHAKE A LEG**—An admonishment to move faster.

**SHAKEDOWN**—The training of a new crew to develop efficiency in operating a ship.

**SHEAVE**—Pulley in a block around which the fall (line) runs.

**SHEER STRAKE**—The uppermost strake in a ship's side plating.

**SHEET BEND**—Same as a becket bend.

**SHELL**—A vessel's hull plating from the keel to the main deck; also called skin.

**SHELLBACK**—A person who has crossed the equator.

**SHIFT**—(1) The act of the wind in changing direction.  
(2) The act of moving a rudder with angle on it to the same angle on the opposite side.

**SHIFT COLORS**—To change the arrangement of the colors on getting under way or coming to moorings.

**SHIP**—(1) Any large vessel capable of extended independent operation. (2) To take on water unintentionally.

**SHIPOVER**—To reenlist in the Navy.

**SHIPSHAPE**—Neat, clean, taut, in fine shape.

**SHOAL**—Similar to a reef, but more gradual in its rise from the floor of the ocean.

**SHORE**—(1) The land in general, but usually refers to that part adjacent to the water. (2) A timber used in damage control to brace bulkheads and decks.

**SHROUD**—A line or wire that provides athwartship support for a mast.

**SICK BAY**—Shipboard space used as a hospital.

**SIDE BOY**—One of a group of seamen who form two ranks at the gangway as part of the ceremonies conducted for visiting officials.

**SIDE LIGHT**—One of the required running lights. The starboard *side light* is green and the port *side light* is red.

**SIDE PORT**—A watertight opening in a ship's side that is used as a doorway.

**SIGHT**—(1) To see for the first time, as to sight a ship on the horizon. (2) A celestial observation.

**SKYLARK**—To engage in irresponsible horseplay.

**SLACK**—(1) To allow a line to run out. (2) A *slack* ship is one that has little or no discipline.

**SLIP**—(1) To free a ship of its anchor by disconnecting the cable or by allowing its bitter end to run out. (2) A narrow space between two piers, or the space between two rows of piles that guide a ferryboat into its berth.

**SMALL CRAFT**—Any less-than-ship-sized vessel.

**SMALL STORES**—Personal needs for Sailors, such as articles of clothing.

**SMART**—Snappy, seamanlike, shipshape.

**SNAKING**—Netting stretched between the gunwales and footrope (see **LIFELINE**) to prevent objects from going over the side.

**SNUB**—The act of suddenly checking a line that is running out under a strain.

**SOPA**—Abbreviation for senior officer present afloat.

**SOUND**—(1) To determine the depth of water. (2) The act of a whale or similar creature in diving deep. (3) A body of water between the mainland and a large coastal island.

**SPANNER**—A wrench used for tightening couplings on a fire hose.

**SPAR**—A long cylindrical member of wood or metal, tapered at the ends; usually attached to a mast for use as a boom or for the attachment of equipment such as signal halyards. See **BOAT BOOM**; **YARDARM**.

**SPAR BUOY**—A buoy shaped like a spar. Usually indicates special areas, such as a quarantine anchorage (yellow) or normal anchorage (white), but may be used to indicate a channel (painted red or green, as appropriate).

**SPECIAL SEA DETAIL**—Personnel aboard ship assigned special duties connected with leaving and entering port.

**SPLICE**—The act of intertwining strands of lines or wires to join them together or to make an eye; the joint so made.

**SPRING**—A mooring line that leads forward (or aft) at an angle from ship to pier. Its purpose is to check the fore-and-aft movement of the ship.

**SPRING LAY**—Wire rope in which each strand consists partly of wire and partly of tarred hemp or similar fiber.

**SQUADRON**—Two or more divisions of ships or aircraft.

**SQUARE AWAY**—Put in proper order; make things shipshape.

**SQUARE KNOT**—Simple knot used for bending two lines together or for bending a line to itself.

**STACK**—Shipboard chimney.

**STANCHIONS**—Vertical posts used for supporting decks; smaller, similar posts used for supporting lifelines, awnings, and so forth.

**STAND BY**—To “prepare for” or “make ready to.”

**STANDING LIGHTS**—Red night-lights throughout the interior of a ship.

**STANDING PART**—The main part of a line, as distinguished from its ends.

**STARBOARD**—Direction to the right of the center line as one faces forward.

**STATEROOM**—A living compartment for an officer or for a small number of officers.

**STATION**—(1) An individual's place of duty. (2) Position of a ship in formation. (3) Location of persons and equipment having a specific purpose, as a gun control *station*. (4) Order to assume a post of duty, as "*Station* the special sea and anchor detail."

**STAY**—Any piece of standing rigging, except a shroud, providing support only.

**STEADY (STEADY SO) (STEADY AS YOU GO) (STEADY AS SHE GOES)**—Order to the helmsman to steer the ship on the course it is heading at the time the order is given.

**STEM**—The forward vertical extension of the keel.

**STERN**—The aftermost part of a vessel.

**STERN HOOK**—Member of a boat's crew whose station is aft.

**STERN LIGHT**—White navigation light that can be seen only from astern to 6 points on either quarter (total of 12 points, or 135°).

**STERNPOST**—The after vertical extension of the keel.

**STERN SHEETS**—The after passenger space in an open boat.

**STOP**—A short line attached to the edge of an awning, boat cover, and so forth; used to lash the cover to a support.

**STOW**—To store or pack articles or cargo in a space.

**STRAKE**—Fore-and-aft strip of plating in the shell or in a deck.

**STRAND**—(1) One of the main subdivisions of a line or wire. (2) The act of a vessel in going aground.

**STRINGER**—(1) A longitudinal frame providing strength to a ship's sides. (2) A long timber between piles at the edge of a pier.

**STRUCTURAL BULKHEAD**—Transverse-strength bulkhead that forms a watertight boundary.

**SUPERSTRUCTURE**—The ship's structure above the main deck, exclusive of the top hamper.

**SWAB**—The same as, but never referred to as a mop.

**SWAMP**—The filling of an open boat with water taken over the side.

**TACKLE**—See PURCHASE.

**TAFFRAIL**—The rail around the stern of a ship or boat.

**TARPAULIN**—Canvas used as a cover.

**TAUT**—Under tension. A ship noted for its high state of discipline and efficiency is known as a *taut* ship.

**TENDER**—(1) One who serves as a precautionary standby, as the line *tender* for a diver. (2) An auxiliary vessel that acts as a support ship for other ships, as a destroyer *tender*.

**THREEFOLD PURCHASE**—A tackle containing two three-sheave blocks.

**THWART**—Plank set athwartships just below the gunwales in an open boat; acts as a seat and provides support to the sides.

**TOPSIDE**—Generally refers to weather decks.

**TRANSVERSE FRAME**—Structural member that extends outward from the keel and upward to the main deck.

**TRICE UP**—To secure bunks by hauling them up and hanging them off (securing them) on their chains.

**TRUE BEARING**—The angular difference between lines drawn from the observer to true north and to the object.

**TRUNK**—The uppermost tip of a mast.

**TURNBUCKLE**—Device for setting up a tension, as in a lifeline, by turning a buckle into which two eyebolts are threaded.

**TURN OF THE BILGE**—Where the side meets the bottom.

**TURN IN**—(1) Retire to bed. (2) Return articles to the issue room.

**TURN OUT**—(1) Get out of bed. (2) Order out a working party or other groups, as to *turn out* the guard.

**TURN TO**—Start working.

**UP ALL LATE BUNKS**—An order to personnel entitled to sleep after reveille to get up.

**UPPER DECK**—The first deck above the main deck.

**VEER**—(1) To allow a line, wire, or chain to run out by its own weight. (2) To swerve. (3) Act of the wind in changing direction clockwise.

**VOID**—An empty tank.

**WAIST**—The amidships section of the main deck.

**WAKE**—Trail left by a vessel, or other object, moving through the water.

**WARDROOM**—Officers' messing compartment.

**WATCH**—(1) One of the periods (usually 4 hours) into which a day is divided. (2) A particular duty, as lifebuoy *watch*. (3) The act of a buoy or other marker in indicating the position of a sunken object.

**WATERTIGHT INTEGRITY**—The degree of quality of watertightness.

**WAY**—(1) Horizontal motion of a floating body. (2) Launching track in a shipbuilding yard.

**WEATHER DECK**—Any deck exposed to the elements.

**WET DOCK**—A basin formed by the construction of barriers with gates in a harbor of great tidal ranges to prevent ships from being stranded during low tides. Ships enter the basin at high tide, the gates are closed, and the water is retained in the basin when the tide ebbs.

**WHARF**—Similar to a quay, but constructed in the fashion of a pier.

**WHIPPING**—Binding on the end of a line or wire to prevent unraveling.

**WILDCAT**—That portion of a windlass that engages the links of the anchor chain so that the anchor can be heaved in.

**WINDWARD**—Toward the direction from which the wind is blowing.

**YARD**—Spar set athwartships across the upper part of a mast.

**YARDARM**—The port or starboard half of the horizontal crosspiece of the mast that is either the port or starboard yardarm.

**YAW**—The act of a vessel when its heading is thrown wide of its course by a force from astern, such as a heavy following sea.





## APPENDIX II

### BASIC READING LIST

Beach, Edward L., *Run Silent, Run Deep*

Beach, Edward L., *The United States Navy: A Two Hundred Year Tradition*

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McKenna, Richard, *The Sand Pebbles*

Mitchner, James, *The Source*

Petters, Thomas J., *In Search of Excellence*

Remarque, Erich M, *All Quiet on the Western Front*

Smith, Hendrick, *The Russians*

Stocksdale, James B. and Sybille, *In Love and War*

Wolfe, Tom, *The Right Stuff*

Woulk, Herman, *War and Remembrance*

Woulk, Herman, *Winds of War*

Zumwalt, Elmo, *On Watch*



## APPENDIX III

# SHIP'S CLASSIFICATION

This appendix contains the types of Navy ships by class. It also identifies the abbreviation for each of the ships within the class.

UNITED STATES NAVAL SHIPS BY CLASS			
<b>Aircraft Carriers</b>		<b>Mine Warfare Ships</b>	
Aircraft carrier	CV	Mine countermeasures ship	MCM
Aircraft carrier (Nuclear)	CVN	Minehunter coastal	MHC
<b>Surface Combatant</b>		Minesweeper ocean	MSO
Guide missile cruiser	CG	Minesweeping boats/drones	MSB/MSD
Guided missile cruiser (nuclear)	CGN	<b>Amphibious Warfare Craft</b>	
Destroyer	DD	Landing craft, air cushion	LCAC
Guided missile destroyer	DDG	Landing craft, mechanized	LCM
Frigate	FF	Landing craft, Personnel, Large	LCPL
Guide missile frigate	FFG	Landing craft, Utility	LCPL
<b>Patrol Combatants</b>		Landing craft, Vehicle, Personnel	LSSC
Patrol combatant missile (hydrofoil)	PHN	Light Seal Support Craft	LSSC
<b>Submarines</b>		Amphibious Warping Tug	LWT
Ballistic missile submarine (nuclear)	SSBN	Medium Seal Support Craft	MSSC
Attack submarine (nuclear)	SSN	Swimmer Delivery Vehicle	SDV
Auxiliary submarine	SSAG	Side Loading Warping Tug	SLWY
<b>Amphibious Warfare Ships</b>		Special Warfare Craft, Light	SWCL
Amphibious command ship	LLC	Special Warfare Craft, Medium	SWCM
Amphibious assault ship (multipurpose)	LHA/LHD	<b>Patrol Craft</b>	
Amphibious cargo ship	LKA	Mini-Armored Troop Carrier	ATC
Amphibious transport dock	LPD	Patrol Boat (Coastal)	PB(C)
Amphibious assault ship (helicopter)	LPH	River Patrol Boat	PBR
Dock landing ship	LSD	Patrol Craft	PC
Logistic support vessel (Army)	LSV	Patrol Craft (Fast)	PCF
Tank landing ship	LST	Patrol Craft (Coastal)	PCC

UNITED STATES NAVAL SHIPS BY CLASS-continued			
Auxiliary Ships		Service craft	
Ammunition Ship	AE	Small Auxiliary Floating Dry Dock (NSP)	AFDL
Combat Store Ship	AFS	Medium Auxiliary Floating Dry Dock (NSP)	AFDM
Miscellaneous	AG	Barracks Craft (NSP)	APL
Deep Submergence Support Ship	AGDS	Auxiliary Repair Dry Dock (NSP)	ARD
Hydrofoil Research Ship	AGEH	Medium Auxiliary Repair Dry Dock (NSP)	ARDM
Miscellaneous Command Ship	AGF	Deep Submergence Rescue Vehicle	DSRV
Missile Range Instrumentation Ship	AGM	Deep Submergence Vehicle	DSV
Oceanographic Research Ship	AGOR	Harbor Security Boats	HSB
Ocean Surveillance Ship	AGOS	Submersible Research Vehicle	NR
Surveying Ship	AGS	Open Lighter (NSP)	YC
Auxiliary Research Submarine	AGSS	Car Float (NSP)	YCF
Hospital Ship	AH	Aircraft Transportation Lighter (NSP)	YCV
Cargo Ship	AK	Floating Crane (NSP)	YD
Vehicle Cargo Ship	AKR	Diving Tender (NSP)	YDT
Auxiliary Lighter	ALS	Covered Lighter	YF
Oiler	AO	Ferry Boat or launch	YFB
Fast Combat Support Ship	AOE	Yard Floating Dry Dock (NSP)	YFD
Gasoline Tanker	AO	Covered Lighter (NSP)	YFN
Replenishment Oiler	AOR	Large Cover Lighter (NSP)	YFNB
Transport Oiler	AOT	Dry Dock Companion Craft (NSP)	YFND
Transport	AP	Lighter (Special purpose) (NSP)	YFNX
Self-Propelled Barracks Ship	APB	Floating Power Barge (NSP)	YFP
Cable Repairing Ship	ARC	Refrigerated Covered Lighter	YFR
Salvage Ship	ARS	Refrigerated Covered Lighter (NSP)	YFRN
Submarine Rescue Ship	ASR	Harbor Utility Craft	YFU
Auxiliary Ocean Tug	ATA	Garbage Lighter	YG
Fleet Ocean Tug	ATF	Garbage Lighter (NSP)	YGN
Salvage and Rescue Ship	ATS	Salvage Lift Craft, Heavy (NSP)	YHLC
Guided Missile Ship	AVM	Drege	YM
Large Auxiliary Floating Dry Dock (NSP)	AFBD	Grate Craft (NSP)	YNG



UNITED STATES NAVAL SHIPS BY CLASS-continued			
Service craft (Continued)		Floating Dry Dock Workshop (Hull) (NSP)	YRDH
Fuel Oil Barge	YO	Floating Dry Dock Workshop (Machine) (NSP)	YRDM
Gasoline Barge	YOG	Radiological Repair Barge (NSP)	YRR
Gasoline Barge (NSP)	YOGN	Seaplane Wrecking Derrick	YSD
Fuel Oil Barge (NSP)	YON	Sludge Removal Barge (NSP)	YSR
Oil Storage Barge (NSP)	YOS	Large Harbor Tug	YTB
Patrol Craft	YP	Small Harbor Tug	YTL
Floating Pile Driver (NSP)	YPD	Medium Harbor Tug	YTM
Floating Workshop (NSP)	YR	Water Barge	YW
Repair and Berthing Barge (NSP)	YRB	Water Barge (NSP)	YWN
Repair, Berthing and Messing Barge (NSP)	YRBM		

\*NSP—Non self-propelled.

Letter prefixes to classification symbols may be added for further identification.

PREFIX	MEANING
E	Prototype ship in an experimental or development status
T	Assigned to Military Sealift Command
F	Being built for a foreign government
X	Often added to existing classifications to indicate a new class whose characteristics have not been defined
N	Denotes nuclear propulsion when used as last letter of ship symbols



## APPENDIX IV

# NAVY GOAL CARD

<p><b>FLEET GOALS</b></p> <p>I will complete my Warfare Specialty qualifications, if assigned to sea duty, by end of 1st enlistment.</p> <p>I will increase savings to _____ dollars per month.</p> <p>I will maintain a physical fitness program.</p> <p>I will advance to every paygrade as soon as my first eligibility: E3 _____ E4 _____ E5 _____ E6 _____</p> <p>I will go the education office (Navy Campus) to document college credits earned upon completion of Recruit Training, _____ school, and _____.</p>	<p><b>DEP GOALS</b></p> <p>I will attend all DEP meetings.</p> <p>I will save _____ dollars per month.</p> <p>I will advance to E2/E3 by encouraging others to visit recruiters and enlist.</p> <p>I will maintain a physical fitness program.</p> <p>I will earn my _____ diploma.</p> <p>I will not use illegal drugs or abuse alcohol.</p> <p>I will take personal responsibility for my future.</p> <p>Personal Goal: _____</p> <p>_____</p> <p>_____</p>
<p><b>PERSONAL PRIORITIES</b></p> <p>Education/Training</p> <p>Discipline</p> <p>Advancement</p> <p>Physical Fitness</p> <p>Saving Money</p> <p>Habits: Exercise often, avoid alcohol abuse, never use drugs, eat right, avoid smoking, study to earn ____ college credits every year.</p> <p>Personal Goals: _____</p> <p>_____</p> <p>_____</p>	<p><b>RECRUIT TRAINING GOALS</b></p> <p>I will report to Recruit Training on _____.</p> <p>I will complete Recruit Training in 9 weeks.</p> <p>I will save _____ dollars per month.</p> <p>I will pass the Navy's physical fitness Requirements.</p> <p>I will honor the Navy Core Values.</p> <p>Personal Goal: (Something else you want to accomplish: _____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p><b>NAME:</b> _____</p> <p>Successful Sailors have found that setting goals helps them achieve rewarding careers. Here are just a few examples of goals that will help you on your path to success.</p> <p><b>WELCOME ABOARD!</b></p> <p><b>NAVY CORE VALUES</b></p> <p><b>HONOR, COURAGE, COMMITMENT</b></p>	<p><b>SAILOR'S CREED</b></p> <p>I am a United States Sailor. I will support and Defend the Constitution of the United States of America and I will Obey the orders of those appointed over me. I represent the fighting spirit of the Navy and those who have gone before me to defend Freedom and Democracy around the world. I proudly serve my country's Navy combat team with honor, courage, and commitment. I am committed to excellence and fair treatment to all.</p>



## APPENDIX V

# REFERENCES

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